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WEDNESDAY, APRIL 26, 1916.

A Line o' Cheer Each Day o' the Year.

By JOHN KENDRICK BANGS.

First printing of an original poem, written daily for The Washington Herald.

THE SMILER.

The man who takes the wolf outside
So full of angry snarling pride,
And serves his flesh and bones to feed
His appetite's emergent need,
And turns his hide into a garb
To shield him from the winter's barb,
Is he who facing failure's wiles
Holds fast to hope, and fighting, smiles!

(Copyright, 1916.)

A Chinaman threw a gas bomb at a New York policeman seeking to arrest him. How quickly "kultur" spreads to the heathen!

Chiding the House for wasting time in irrelevant debate Speaker Clark said: "If you gentlemen keep on wasting time in this way we are going to be in session when the frost comes next fall." What frost?

Is the Senate waiting to hear from Justice Hughes before deciding whether or not to place Mr. Brandeis on the Supreme Court bench, or is Justice Hughes waiting to hear from the Senate before creating another vacancy?

The French liner Rochambeau has arrived at New York armed for defense with a 75-millimeter naval gun, capable of hurling twenty-four shells a minute a distance of eight miles. More effective, even as far as Berlin, than the sternest of diplomatic notes.

It turns out now that the Populists in their primaries nominated C. W. Bryan for governor of Nebraska, though the Democrats rejected him. Here's a hint of salvation for brother William Jennings, who made his best race when his name headed a Populist ticket.

An alleged plan of Dr. Waite, the New York poisoner, to take a trip to Egypt with a woman companion, after "getting rid" of his wife, has just been revealed; accompanied by the "little bad man," of course. The story sounds like a part of the murderer's defense.

The Federal Employment Bureau of the Department of Labor announces four vacant jobs in the District of Columbia, one for a cook, two for housemaids and one for a waitress. In that particular line of business Uncle Sam is a flat failure. Any enterprising employment agent could locate more than four such opportunities on a single block.

Burglars sawed through the wall of a building in New York, dropped a safe through a trapdoor into the cellar, blew off the door with nitroglycerine and stole $1,500, though they awoke the janitress three times in the course of their operations. Naturally she thought the noise was made by some of the tenants coming home from the White Way.

"I hope Germany will accept the position taken by this country," says W. J. Bryan. "I am quite sure that Congress will not declare war if war depends upon the action of Congress." If that was all the assurance he sought, he might have saved himself the trouble of coming to Washington to prevent war. The war question is up to Germany. Mr. Bryan should hasten to Berlin.

A Bull Moose returning from Oyster Bay brings the news that Col. Roosevelt would not support Root for the Presidency and that his nomination would result in a third party ticket probably headed by Roosevelt. Whether authorized or not the statement may be set down as pure bluff. If Mr. Root should be nominated at Chicago, which is unlikely, Col. Roosevelt would be compelled to support him or retire ignominiously and permanently to private life.

Gov. Whitman, of New York, who is urging the nomination of Justice Hughes at Chicago, says: "If the people of this nation believe that the welfare of the republic requires his presence in the White House they have the right to insist that he shall go there. It is for them to decide and not for him, and I purpose to do everything in my power at Chicago to assist in the free expression of the choice which I believe is the sincere and well-nigh universal choice of the Republican party." Gov. Whitman's views are in sharp conflict with those of Senator Works, which is not to say, however, that they are in harmony with the views of most Americans.

Representative Vinson's proposed amendment to the pending street traffic bill, which would authorize the District Commissioners to fix different speed limits for different zones in Washington is a sensible one and should be adopted. Not only is it a poor policy to apply one speed limit to the entire city, but regulating the details of street traffic by act of Congress is a clumsy and unsatisfactory method. Such regulation should be in the hands of the Commissioners, who should have unlimited authority to discriminate and make changes necessary to meet the requirements of different sections and changing conditions without waiting for Congress to act.

Dublin, Sir Roger and the Germans.

Three separate expeditions launched by Germany against England in the space of a few days have been repulsed, with nothing accomplished, and the British are not in a panic, though doubtless they are a little more on guard and preparing for the next visitation in whatever form it may come. A German auxiliary cruiser, disguised as a neutral merchantman, with a cargo of arms, destined for Ireland, and crazy Sir Roger Casement on board, convoyed by a submarine, was sunk and mad Sir Roger and his German companions were made prisoners. Then a fleet of Zeppelins were driven off, and finally a German cruiser squadron, which attempted a bombardment on the east coast was sent scurrying home. As a reminder of these few days of excitement at home England has an uprising in Dublin on her hands, which is doubtless easily traceable to Sir Roger's activities in Germany. How serious the revolt is the outside world will not at once be permitted to know, though it is not impossible that it will cost Sir Roger Casement his life, if it is proved that he and his German friends were the chief instigators. For while it may have been the intention of the British authorities to deal with him as a madman, developments that will make sterner measures imperative can readily be imagined.

That the men of Dublin should permit themselves to be made the tools of the foes of civilization against whom regiments of their fellow countrymen are heroically battling in France is the sad part of the story. Without hope of anything to be gained they are committing a crime against their own race. In this country the chief concern should be in the evidence of a very thorough knowledge which certain persons in New York appear to have of events transpiring in Dublin. We have learned enough of the work of German conspirators on our own soil to justify the suspicion that Sir Roger Casement and his German allies have been enlisting support in the United States. There are no Americans more loyal than the many thousands who came here from Ireland or those of Irish descent; but there are some who yet cherish an undying animosity against England, and there would be no occasion for surprise should it be learned that a few—who would be repudiated by the great majority of men of their own blood—have been misled into aiding the conspirators, who have not hesitated either to violate the neutrality of the United States or attempt to destroy its industries that were furnishing aid to the allies. In this greatest of all wars events are moving swiftly, and in neutral America, far removed from the scenes of conflict, we are being constantly warned that we must not for a moment relax our vigilance.

A Just Appeal for Recognition.

All Washington should unite in support of the recommendation of the Board of Trade of an amendment to the Constitution of the United States which shall give to the people of the District of Columbia the rights of the people of a State in relation to Congress, the Electoral College and the courts of the United States. Not a single sound argument can be advanced why the inhabitants of the District, now numbering more than 350,000, should be doomed to a status inferior to that of aliens, without a voice in the government of the country though contributing their full share of taxes for its support. While the law makes provision for the alien to gain the rights of citizenship, at present the resident of the District may only envy the stranger from another county who lands upon our shores the prospect that the future holds for him. As suggested in the report unanimously adopted by the Board of Trade it could only have been through oversight or unintentional omission that the authors of the Constitution failed to make provision for the political and legal rights of the people who make their homes in the District of Columbia. It could never have been intended to doom forever to the status of mere tax-paying, voiceless subjects the thousands of Americans who it was clearly foreseen would occupy the territory set apart for the seat of the national government.

It seems strange that so many years should have elapsed without a concerted and determined effort being made by the residents of the District to have their rights recognized and proper provision made for the exercise of them. Congress would scarcely have resisted a serious demand properly presented at any time in the last score of years or more when the population of the District has exceeded that of several of the States. Now that two such influential and representative organizations as the Board of Trade and Chamber of Commerce have moved for the enfranchisement of the citizens, success may surely be counted upon if the people as a whole will lend their aid.

The report of its special committee on the political status of residents of the District of Columbia which the Board of Trade enthusiastically approved gives evidence of a thorough study of the legal and technical requirements necessary to achieve the desired end, and is in every respect an admirable document. It contains just a hint of apprehension lest delay or opposition be encountered in Congress, but surely it is without justification. Congress cannot fail to appreciate the justice of what is asked, and it is difficult to conceive of grounds upon which opposition can be based. The claim of the people of the District is entitled to recognition without dissent in Senate or House; and once the question is submitted to the legislatures of the States prompt approval of a proposal that is based upon the fundamental principle of American government may confidently be relied upon.

As an alternative to granting the District Senatorial representation, through the Constitution direct, the Board of Trade suggests that Congress be empowered to grant such representation "when in its judgment the conditions entitling the District to this status and this representation have been met."

It may well be hoped that Congress will not deem it necessary to adopt such an alternative, and that it will authorize the submission of an amendment to the Constitution that shall unconditionally confer upon the citizens of the District the right to full representation in Senate, House and Electoral College and before the courts of the United States.

Henry James.

By JOHN D. BARRY.

In the Stockholm papers I have just found a reference to Henry James. One Swedish word that I happen to know tells me he is dead. So that seemingly inexhaustible mind has ceased to function. That persistent energy is still. A curiously interesting figure has passed out of life.

The name of Henry James takes me back to those early days when I used to revel in his stories. What a world they opened up, some of the most interesting phases of American and European stories I knew fairly well and I knew the kinds of people James liked to interpret there, some of them very amusing types in themselves and all of them presented in a way that impressed my young imagination as the supreme method of art. The European studies had the further appeal of making London and the Continent real to one who had never seen them, and longed to know them at first hand.

When that longing was realized there came an unexpected opportunity of seeing the author himself. It was at a great party, where I had been taken under the wing of another American, a writer of stories dealing with Southern accent that was the delight of the English ladies that heard it. His astonishing social success, I used to think, was partly due to the strong backing given his personal and intellectual graces by that accent. There was a dazzling number of celebrities present, as we afterward realized when we counted them up; but they looked and acted like such everyday human beings that one might never have suspected. "Let me present two of your fellow countrymen," said our hostess to a handsome and bored-looking gentleman who was lounging on a divan. Then she turned to us and added: "This is Mr. Bret Harte." The gentle man said: "Oh, how do? How do?" and then he lapsed into his collar and we let him continue his siesta as we proceeded to encounter other names. Before a resolute-looking man, with a full beard, penetrating eyes and a dome-like head I found myself standing and saying to myself: "So this is Henry James! Is it possible?"

It was possible. It was true. And a very human man James proved to be. Like his brother William, whom I had sat under in college, and immensely admired and liked, he was nervous and quick of speech; but he was lacking in the matter-of-fact ways that were so characteristic of his brother. He spoke with such care, with so thoughtful a weighing of each word, that he had difficulty in finishing a sentence. Often he wouldn't finish. He would throw out phrases, suggestions, intimations, to express his meaning. He usually succeeded in conveying what was in his mind. After all, sentences are not nearly as necessary as most people think.

The two traveling Americans, with a weakness for writing, interested Henry James enough to make him suggest further acquaintance. His invitation for an early afternoon happened to coincide with one of those many social engagements that made the life of my brother-writer so interesting and so arduous. The result was that I went alone and I spent one of the most curious hours of my life. We talked of books, mainly of books I insisted on talking about, those written by my host. From the point of view of my present acquaintance with the weaknesses of writers, I think he must have been gratified by my familiarity with his productions. When I quoted a remark from one of his stories he quaintly remarked: "Whenever I hear any one quote anything of mine I think it must be good." The other writers we talked of he was unable to show enthusiasm over. He was always bothered by their defects of expression. Style he loved passionately, as any one would know from reading his studies of his special admirations among French authors; but much as he read and wrote about French workmanship, he never acquired himself its supreme grace, the clarity of words reflecting clarity of thought.

Perhaps one reason was that Henry James had so little music in his soul. Of music he apparently knew little and cared little. His work showed that he missed many of the rhymes in life. He didn't feel with all kinds of people; he was inclined to censure those among them that didn't feel with him, the teeming majority. His talk on that afternoon showed that many things shocked him and that he was easily shocked. At the moment there was coming before the public a new and brilliant writer, whose work was under general discussion. James knew the writer and lamented a personal appearance so deplorable! He also lamented the speech of his fellow countryman, apparently unaware that his own speech was marked by the American accent and could not have been described by the most lenient observer as sonorous.

It happened that, at this period, I made the acquaintance of George du Maurier, then renewing his youth in the joy of life that was brought to him by the success of "Trilby" and "Peter Ibletson." One day when he was speaking of the circumstances associated with the writing of "Trilby" he said: "Henry James often comes out to my house to take walks with me on Hempstead Heath. During one of those walks I told him the story of the girl in the Latin quarter who was the original Trilby. When I finished, he said: 'I'd like to write that story some day.' I told him to go ahead. He said he'd wait for a while till he'd finished something he was working on, a long novel. A few months later, when we were walking on the Heath again, he said: 'Oh, by the way, I've finished that novel of mine and now I'm ready to write about that Latin quarter girl.' When it came to the point I found I couldn't let him have the story. I wanted to write it myself. So I asked him to give it back."

What would "Trilby" have been if Henry James had written it! The question suggests a rather fascinating line of inquiry. It wouldn't have been anything like the story we know. As Du Maurier said, the music would have been left out. But it would have been unquestionably interesting in a wholly different way.

Henry James was unique. There is no one just like him in literature. As he grew older his peculiarities of style developed into elaborate mannerisms that tended to alienate many of his former readers. He occupied a curious position in the world of letters, read by the very few, but devotedly read, a curious analyst and recorder of certain aspects of modern life.

Take Your Pick.

It is said that the Kaiser has decorated the commander of the submarine which torpedoed the Sussex. But again it is said that the Sussex was not torpedoed by a German submarine at all, and that the commander who did the torpedoing has been captured by the French. Readers of the news are welcome to straighten out the tangle any way which may please their fancy.—Baltimore American.

OUR COUNTRY—By OUR PRESIDENT

A History of the American People

By WOODROW WILSON

RE-ELECTION OF GEN. GRANT.

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The Democratic convention, which met in Baltimore early in July, accepted both the platform and the candidates of the Cincinnati convention, though the Democratic leaders liked neither.

The platform spoke no recognizable Democratic doctrine, except, indeed, in its advocacy of the maintenance of the public credit by a speedy return to specie payments, and the candidates were men whom no experienced politician could hope to see elected.

But the split in the Republican ranks evidenced by the Cincinnati convention was the only sign anywhere visible to the Democratic leaders of a change in public sentiment likely to weaken the party in power. Without the coalition they knew themselves helpless; with it they hoped to make at least a show of strength. Such allies might be worth the weak candidates and the inconclusive declaration of principles that went with them.

The "Liberal Republicans" had given form to the whole campaign, as they had expected.

The result was what every one who had the least sagacity in reading the signs of political weather perceived from the first it must be.

The Democrats added but one hundred and thirty thousand to their popular vote of four years before, though the number of voters in the country had greatly increased and for the first time in the history of the government every State chose its electors by the direct suffrage of the people.

The Republicans added six hundred thousand to their vote, and General Grant was elected for a second term by an overwhelming majority in the electoral college (286-63).

The congressional elections which accompanied the choice of President gave the Republicans again, moreover, their accustomed two-thirds majority in both houses.

All things stood as before; the opposition were yet a long way off from power.

Mr. Greeley survived the elections but a few weeks. He had not seen how hopeless his candidacy was. He was turned of sixty and had been broken in health. All his years had been full of such keen and unremitting labor as robs a man at last of his elasticity. The sudden stroke of utter defeat, touched almost with farce, so that men laughed to see how complete it was, was more than he could bear.

On the 29th of November, 1872, before the electors had voted, he died. The few votes that would have gone to him were given as the electors pleased to men who had been his allies in the novel coalition he had led.

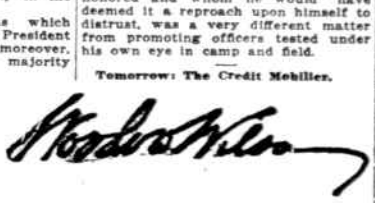
And yet, though the coalition had failed, the Democrats were nearer their day of success than they dreamed.

Within two years the Republican majority of nearly one hundred in the House of Representatives had been supplanted by a Democratic majority almost as large, and the men who had led the party of reconstruction found their season of mastery gone by.

The country had begun to see with how radical a demoralization the war party it had trusted was beginning to be touched, and how impotent the amiable soldier they had put at the head of the government was to guide or better it.

General Grant had found that the appointment of men, to political office upon the recommendation of politicians and personal friends, though the friends were his own and the politicians men whom the country honored and whom he would have deemed it a reproach upon himself to distrust, was a very different matter from promoting officers tested under his own eye in camp and field.

Tomorrow: The Credit Mobilier.



The Herald's Army and Navy Department

Latest and Most Complete News of Service and Personnel Published in Washington.

By E. B. JOHNS.

"Any intelligent person can see that at some time in the future animal drawn vehicles with an army will disappear," is the comment that appears in the report of the Army War College on motor transportation in the campaigns. The War College report is based upon the reports of military observers with the armies in the European war. While the War College states that there is an elimination on the part of the daily press to overestimate the value of motor transportation the European war will make a radical change in the transportation systems for the army.

The report says, in commenting on motor transports in the European campaign: "Strategy has been affected by the altered conditions affecting the battle and even the conduct of action has been influenced. Along with the use of motor transport, which altered the aspect of warfare, both in countries with good highways and in those which lack them, comes a speeding up of the rate at which military operations can be conducted. The strategic mobility of troops has been increased and this fact will bring about greater ease in the grouping of forces for battle.

"Indirectly they promote the independence of troops of their lines of communications by facilitating the bringing up of supplies and by creating possibilities for concentration and movements which did not formerly exist. Commanders acquire thereby greater freedom of action."

* * * *

No special type of motor truck or automobile is recommended by the War College. The military observers report that more success has been met with the employing the type of automobile that is used by civilians in the theater of operations.

"In France," says the report, "no attempt has been made to use any particular type of either automobile or motor truck, but the government has taken what it could get from the principal manufacturers. As far as possible, endeavor is made to have all the motor trucks of each army the same.

"Various American trucks have been found excellent in every way, and a light chassis for ambulances is rendering the best service. These can go where heavier vehicles in many cases could not pass, and where they would only encumber the road.

"It seems to be generally conceded abroad that the trains corresponding to our field and combat trains should be horse drawn, while the division corps and army trains are best constituted of motor transport. There are to be found some exceptions to this rule, but generally speaking, the official reports are a unit in this respect."

* * * *

Automobiles and motor trucks have not only been used in the European war to transport supplies, but to move troops. With them infantry has frequently moved with greater rapidity than cavalry. Whole divisions of infantry are said to have been loaded into automobiles and rushed to reinforce a threatened portion of a line.

Says a report: "One of a great number of uses of auto trucks today is to move troops promptly into a threatened sector of the line of trenches. In one operation each division had temporarily under its orders fifty auto trucks for moving troops. These trucks were kept with the reserve. Each truck could carry twenty equiped infantrymen. By the use of these trucks within a very few minutes 1,000 men could be loaded and moved to the threatened point. With this load and moving at the rate of about 12 kilometers an hour, it would not take long to commence throwing in reserves.

"There is no question but that in other theaters of war, when a war of maneuver has been carried on, these trucks have been used to carry troops on raids accompanying cavalry. The supply trains with cavalry have also been made up of the transports. The animal drawn army train except certain vehicles for artillery and engineers, have been entirely done away with, and their work done by the army automobile convoy."

* * * *

The problem of keeping automobiles in condition for service has been solved in the European armies by establishing what is known as automobile parks. These parks are workshops in which the heavy repairs on machines are made. Ordinary road troubles are handled by chauffeurs or mechanicians with simple tools and repair parts which are carried for the purpose. In some cases factories have been established where automobiles are practically rebuilt.

In commenting on this feature of the motor transport the report says: "Like many other features of the present war, the automobile parks are a new creation called for by the emergency of the situation. The number of automobiles of all kinds assigned to the field armies vary according to conditions. This number averages not less than 2,500 per field army, including both passenger and freight autos. It is evident that with so large a number of machines constantly doing hard service there will be need for some organized and controlled scheme for repairs. This is the task of the automobile parks."

Oil Fuel Perplexity.

The predicament, which threatens to assume the dimensions of a grave emergency, respecting the governmental control of the sources of oil as fuel for ships of war has been appreciably increased by the announcement of the Geological Survey that the oil supply of the country will be exhausted in twenty-seven years. This means that the supply of fuel, upon which naval ships are coming to depend exclusively, will not cover the period of the building program now in contemplation. This situation makes it the more urgent that Congress pay heed to the remonstrance which the Secretary of the Navy has filed against pending legislation providing for the disposition of all oil-bearing public lands. If any of these measures were enacted, it would deprive the navy of its rights to the naval petroleum reserves, turning that property over to private individuals or corporations. It would really pay the government to settle with these claimants on their own terms, almost, in order to prevent the passing of an invaluable source of fuel supply from the control of the Navy Department.

Within the boundaries of the naval petroleum reserves there are 106 sections of land, approximately 68,000 acres, of which 7 1-4 sections are held by private citizens or corporations under patents which are not subject to attack, 40 3-4 sections which are held by the Southern Pacific Railroad under patents which are at present attacked by suits instituted by the Federal government, leaving 58 unpatented sections. The naval authorities insist that it is necessary to make some provision for the future supply of oil at a time when the production of crude oil in this country has become so reduced that no fuel produced from American crude oil could be purchased. As an example of the rate of consumption of oil in the navy, it is interesting to remark that all the crude oil produced in Indiana, which has been a great oil-producing State up to and including 1913, would supply the navy with fuel oil for only twenty-two years.

ARMY ORDERS.

First Lieut. Horace F. Spurgin, Coast Artillery Corps, upon his relief from duty at the North Carolina College of Agriculture and Mechanic Arts, will proceed to Fort Crockett, Tex., and report to the commanding officer, Coast Defenses of Galveston, for assignment to a company.

Each of the following-named officers of the Coast Artillery Corps, upon his relief from detail in the Ordnance Department on or about June 15, 1916, will report to the commanding officer of the Coast Defenses indicated after his name for assignment to a company: First Lieut. Francis H. Miles, jr. (captain, Ordnance Department), Coast Defenses of Sandy Hook; First Lieut. Charles M. Steese (captain, Ordnance Department), Coast Defenses of Oahu.

Leave of absence for three months, with permission to apply for an extension of one month, is granted Col. Clarence P. Townsley, Coast Artillery Corps.

First Lieut. John R. Ellis, Coast Artillery Corps, upon his arrival at Fort Du Pont, Del., will report to the commanding officer, Coast Defenses of the Delaware, for assignment to staff duty.

CONTINUED ON PAGE EIGHTEEN.

SEEN AND HEARD BY GEORGE MINER

Special Correspondent of The Washington Herald.

New York, April 25.—The Cuban government is not only appreciative of the good times they are enjoying down there, but it is also awake to the necessity of keeping them up and maybe making the good times still better. Mr. Harold I. Smith, who represents the Munson Steamship Line, has just returned from there and brings the information that the Cuban republic is likely soon to have a merchant marine of its own.

"What is most lacking in Cuba," says Mr. Smith, "is transportation facilities, and this applies not only to Cuba, but also to steamship transportation to and from Cuba. Steamship accommodations for tourists are at a high rate and the Cuban government is seriously considering the building of several passenger and freight boats of ten to twelve thousand tons. Besides the demand for increased passenger service, there is a lack of freight boats to handle the country's immense sugar crops. The freight charges were formerly 30 cents for a bag of 220 pounds. They are now $1.50 a bag.

"By this project the government believes that millions of dollars will be saved to the Cuban planters in freights alone in the course of a few years.

"The sugar planters are now well off in their finances because of the advanced price of raw sugar, in which commodity they are paid for their sugar cane. American capital, quick to see chances of speedy returns, is pouring into the country and is welcomed by merchants and farmers. I am happy to say that the Cubans are very grateful to America. They give all credit to Americans for their recent advancement and prosperity."

Mr. Smith believes that Cuba will continue to be prosperous for at least ten years.

The Biter Gets Bitten.

Mr. John D. Rockefeller is a victim of his own oil. His gasoline has backfired and kicked him and a lot of people are grinning in consequence.

He spent $30,000 in building a model ice plant on his place at Pocantico Hills, near Tarrytown, N. Y. This produces 1,500 pounds of ice a day, which supplies all his needs. That amount can be bought in the market for about $5. On account of the high price of gasoline to run the engine, it now costs Mr. Rockefeller $25 a day to run the plant, so he has ordered it shut down.

There are now 4,800 applicants from men who desire to enroll at the Plattsburg Military Training Camp this summer. This is more than four times as many as they had there last year, and New York was beginning to strut and brag about its patriotism and its readiness to take up the preparedness idea.

But now comes a wallop from the Far West. The Military Training Camps Association has been informed that a campaign has been started with a rush to put more recruits in the student camps at Salt Lake, Seattle and Monterery, than the East can gather at the big camp in New York State. "Beat Plattsburg" is the slogan they are spreading through all the West, and it looks as though they were going to do it.

Although it has been rumored that the West is not strong for preparedness, reports of what has been accomplished seem to indicate the opposite. The Salt Lake camp, situated in the poorest location of the lot, as far as accessibility and surrounding population go, has already 2,800 applicants. If this is a fair indication, Plattsburg will be beaten out of sight.

Despite New York's great foreign population and the generally admitted fact that is not a typically American city, it still has a great many loyal and patriotic citizens. An incident I witnessed at the Empire Theater the other night proved it. Gus Thomas' new play, "The Rio Grande" is being acted there. Between the acts the band played a medley of American airs. When this was finished they kept silent for about a minute and struck up "The Star Spangled Banner."

Instantly the entire audience rose to its feet. There was no struggling about it. It was not done in the usual way at all, when about half a dozen people stand as soon as the first bar is played and then others gradually pull themselves to their feet in a shame-faced sort of way until perhaps half the audience is standing. Not at all. They rose en masse, as though at a word of command.

It was impressive and really solemn in the spontaneous respect shown the national air, for when it was finished they sat down quietly, without a cheer or a handclap. Applause would have cheapened the demonstration.

It was in cheering contrast to an incident in the auditorium of the Washington Irving High School, the largest in the city, when, a few nights before James Creel, the husband of Blanche Bates, announced that it was of no consequence if in a speech on that very platform some one had said: "To Hell with the Stars and Stripes."

Mr. Creel and the Labor Forum managers and creators have found themselves in a lot of hot water in consequence. There are plenty of people left in New York to resent any such expressions.

I asked a prominent official in the city government, whose name I can't give because he may run again and it would cost him some votes, what city he considered the most loyally American. He said Philadelphia by long odds; that the population of every other big city was diluted by an anti-American element. Also that Brooklyn was the only out-and-out American borough in Greater New York.

According to the latest libel on the City of Cemeteries, when a Brooklynite wants to go slumming he comes to Manhattan, stands in front of a Childs restaurant and watches the man in the window fry pancakes.

Morning Smiles.

Novelist—How are my novels going?

Bookseller—I can't imagine, sir, unless it's shoplifters.—Puck.

"She says she is very lonely evenings."

"Yes, her husband never goes out!"—Judge.

"Say, pa, I bet Bobby Smith 10 cents today that you could lick his dad in fifteen minutes—so be sure and keep Saturday afternoon open."—Puck.

"We have evolved a standardized bridge prize for all our afternoon affairs."

"What is it?" "A boiled dinner in a can. It keeps the wives happy and their husbands from scolding."—Louisville Courier-Journal.

Extract from lecture by N. C. O.:

"Your rifle is your best friend, take every care of it; treat it as you would your wife; rub it thoroughly with an oily rag every day."—Puck.

Brown—The boss says that when he was a boy on the farm they had a mule that was just like one of the family.

Jones—Yes, and I know which one.—Judge.

Patriotic Youth—Yaas, rejected me, they did, just because I'm six months under military age. It'd be a blinkin' nice thing if the war was over by then, wouldn't it?—London Opinion.

"Didn't you have a brother in this course last year?"

"No, sir, it was I. I'm taking it over again."

"Extraordinary resemblance, tho! Extraordinary!"—Harvard Lampoon.